



Aviation Investigation Final Report

Location:	LAS VEGAS, Nevada	Accident Number:	SEA89LA112
Date & Time:	June 14, 1989, 15:30 Local	Registration:	N4769U
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

DURING THE LANDING ROLL, THE AIRPLANE DECELERATED AND THE FLAPS WERE RETRACTED. AS THE PILOT TURNED OFF THE RUNWAY ONTO A TAXIWAY, A GUST OF WIND PICKED THE AIRPLANE UP AND TURNED IT 90 DEGREES TO THE LEFT. THE PILOT WAS UNABLE TO REGAIN CONTROL AS THE AIRPLANE SKIDDED ACROSS THE GROUND AND CAME TO REST IN A DRAINAGE DITCH. DUST DEVILS WERE REPORTED IN THE VICINITY OF THE AIRPORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF DIRECTIONAL CONTROL AS A RESULT OF GUSTING WIND CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 26, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1580 hours (Total, all aircraft), 12 hours (Total, this make and model), 1364 hours (Pilot In Command, all aircraft), 270 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4769U
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20605093
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	May 26, 1989 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2999 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	LAKE MEAD AIR INC	Rated Power:	310 Horsepower
Operator:	LAKE MEAD AIR INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LAS ,2174 ft msl	Distance from Accident Site:	
Observation Time:	14:40 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAND CANYON , AZ (GCN)	Type of Flight Plan Filed:	Company VFR
Destination:	LAS VEGAS , NV (LAS)	Type of Clearance:	VFR
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	MCCARRAN INT. LAS	Runway Surface Type:	Asphalt
Airport Elevation:	2174 ft msl	Runway Surface Condition:	Dry
Runway Used:	19R	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	36.079185,-115.139137(est)

Administrative Information

Investigator In Charge (IIC): Mcguire, R
Additional Participating Persons: ; LAS VEGAS , NV

Original Publish Date: August 2, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=41033>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).